

From: Jennifer Caffee
Sent: Tuesday, May 31, 2016 12:44 PM
To: Ramona Hedges
Subject: FW: Phillips 66 Santa Maria Refinery project

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From: Richard Solomon [<mailto:solodoctor@gmail.com>]
Sent: Sunday, May 29, 2016 5:04 AM
To: Bruce Gibson <bgibson@co.slo.ca.us>; Adam Hill <ahill@co.slo.ca.us>; Lynn Compton <lcompton@co.slo.ca.us>; Debbie Arnold <darnold@co.slo.ca.us>; Frank Mecham <fmecham@co.slo.ca.us>
Subject: Fwd: Phillips 66 Santa Maria Refinery project

Dear SLO Board of Supervisors,

We wrote you back in February 2015 to express deep concern about the proposed oil by rail project at the Phillips 66 Santa Maria Refinery. As residents of Oakland, the Phillips 66 project puts our community, as well as many others in the Bay Area along railroad line to be used, at significant and unacceptable risk.

Our concerns today are still the same as they were more than one year ago. These still include the following:

First, and foremost, emergency responders in Oakland and other East Bay communities are not prepared for these heavy, dangerous trains. Current safety standards will not protect the public. The recirculated draft EIR dangerously misinforms first responders in the East Bay because it does not adequately assess the risks of an oil train disaster.

The draft EIR's analysis of potential accidents and spills is flawed because it only evaluates rail accident rates from 2003 to 2012 and spill release rates between 2005 and 2009. But it omits important data about crude rail accident frequency and magnitude in 2013 and 2014. This is troubling because we know that more crude spilled from trains in 2013 than spilled during the past four decades. The EIR must look at recent data, including accident data from Canada which has also experienced increased crude by rail incidents. This data reflects the increased quantities of dangerous crude being transported in old and unsafe tank cars and will provide a more accurate assessment of accident risk and magnitude along the rail lines that would serve this project.

Moreover, the EIR's worst case scenario spill analysis estimates a spill of approximately 180,000 gallons. That is approximately six tank cars of crude. This must be an error because we know that most crude trains are comprised of 100 or more tank cars. Indeed, a worst case scenario spill would be on the order of millions of gallons of crude. Such a spill could devastate our scarce water resources, property and our local economy, and would pose a significant threat to public health and safety. This project cannot be approved without analyzing and mitigating its true impacts.

Second, the toxic air emissions resulting from this problem pose an unacceptable risk to public health. The Phillips 66 project will create unacceptable levels of toxic air emissions that will impact our community. Volatile toxic chemicals leak out of tank cars into the air poisoning communities along rail routes. In its latest environmental review Phillips 66 admits that its proposed oil train facility will create "significant and unavoidable" levels of air pollution, including toxic sulfur dioxide and cancer-causing chemicals. The report cites increased health risks -- particularly for children and the elderly -- of cancer, heart disease, respiratory disease, and premature death. This is particularly relevant to us because 3 of the members of our family have asthma and other respiratory related issues.

Third, the EIR must fully analyze the potential worst-case scenario of a spill near each of the many watersheds crossed en route to the Santa Maria refinery. The proposed rail route brings oil trains through the San Francisco Bay-Delta watershed and along California's treasured central coast. Each oil train carries more than three million gallons of explosive, toxic crude oil. A derailment near a river, stream, reservoir, or above a groundwater aquifer could contaminate drinking water for millions of Californians. During a time of extreme drought, SLO must not approve this project and create contamination risk for the rest of our state.

Fourth, the planning department must examine the Santa Maria and Rodeo proposals as a single project. The proposed oil train terminal in Santa Maria is linked by pipeline to the Phillips 66 refinery in Rodeo, CA. Phillips 66 is proposing to modify these facilities to allow it to refine the most toxic crude oil on Earth: Canadian tar sands. Transporting and refining tar sands will create more toxic air and water pollution for families along the rail line and near the Santa Maria refinery. San Luis Obispo cannot approve this project in isolation.

Fifth, Phillips 66 must disclose crude quality information in order for decision makers to fully understand the climate impacts of the proposed rail project. Tar sands means more carbon pollution: At every stage of the mining, transportation, and refining process, Canadian tar sands are more carbon intensive than any other source of oil. Bringing tar sands to California will undermine the state's efforts to be a global leader addressing climate disruption.

Per reports we have heard, the SLO County Planning Commission is, despite these severe flaws, likely to vote in favor of the Phillips 66 proposed rail spur. Thus, we strongly urge the Board of Supervisors to

reject this project. It clearly creates significant, unavoidable, and unnecessary risks for the residents of all communities along its path, including your constituents in SLO.

The extraction and processing of tar sands oil also adds carbon dioxide to the atmosphere at rates that will accelerate climate change. As you know President Obama did not approve the KXL pipeline of that reason.

Please join him in protecting public health and our environment by NOT approving this plan.

Respectfully yours,

Chihoko and Richard Solomon

Oakland, California

Richard Solomon, Ph.D.